

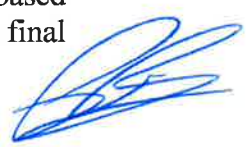
TO: TOWN COUNCIL

FROM: PLANNING DIRECTOR

RE: GRANT SUBMITTAL FORM-BASED CODE FOR NORTHERLY TOWN
CENTER AREA (Vacant and Underdeveloped Lands behind Raley's)

ISSUE

Does the Council agree to suggested revisions to the project description for form based code grant request to be submitted to the Technical Advisory Committee making final selection on the grants?



RECOMMENDATION

Add in the following objectives to the project description on the grant: 1.0 FAR, residential densities of 13 units per acre and replacement phrase in the CMTA – “The project objectives would include the following measures that can reduce VMT and improve air quality” and 1-2 acre blocks. Authorize revised application.

CEQA

There are no CEQA issues at this time however there could be. Staff believes that the environmental work for this project could be incorporated with no additional cost into the project description of the EIR being done for The Villages at Loomis project.

MONEY

The application, as previously agreed to by the Town Council in February, proposes that up to ½ of a planner's time would be spent on this project in addition to the Town providing meeting places, food if desired for the meetings, and printing costs.

DISCUSSION

In accordance with your direction to staff in February, staff submitted the attached grant application to the Local Government Commission (LGC)- and then met with their staff regarding the proposal on February 21st. At that meeting, LGC staff suggested revisions to the application to make it more competitive, by indicating additional standards that the town would be willing to include in the form based code that would provide direct, measurable air quality benefits.

The three additions are:

Commercial intensities of at least 1:0 floor area ratio (FAR).

Current Central Commercial and Tourist/Destination Commercial zoning has a minimum and maximum FAR : .25 minimum, 1.6 maximum; more than 0.60 may be approved only where parking is provided in a structure that does not detract from the pedestrian orientation of the downtown. CO and CG set a maximum floor area ratio of 0.60.

The zoning ordinance defines floor area ratio as follows:

Floor area ratio (FAR) means the *ratio* of *floor area* to total *lot area*. FAR restrictions are used to limit the maximum *floor area* allowed on a site (including all structures on the site). The maximum *floor area* of all structures (measured from exterior wall to exterior wall) permitted on a site (including carports) shall be determined by multiplying the *floor area ratio* (FAR) by the total net *area* of the site ($\text{FAR} \times \text{Net Site Area} = \text{Maximum Allowable Floor Area}$). See Figure 8-1.

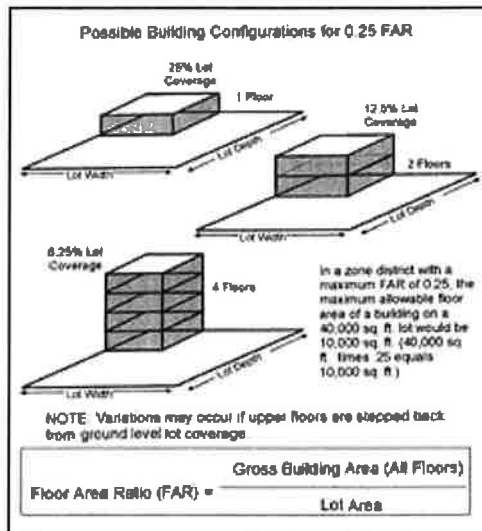


Figure 8-1 - Floor Area Ratio

Thus, a floor area ratio of 1:0 would mean that on a 10,000 square foot parcel, the floor area would be 10,000 square feet. In order to develop a site in this manner, additional stories would be required in order to provide the parking and other amenities. A parking structure or joint parking lot easily allow a floor area ration of 1:0.

Staff checked other cities around here on floor area ratio and found that Auburn plans up to 3.0 in the Blue Ravine Specific Plan area:

Village Retail Mixed Use

Several parcels are provided in the central hub of the BRSP area for creation of a Village Center along the primary roadway accessing the community. These sites, which total approximately 6 acres, would have a Mixed Use land use designation to allow for a mixture of up to 120,000 sf of commercial, office, and/or high density residential uses (assuming a floor area ratio up to 3.0 as outlined in the City's General Plan), which could be mixed in either a horizontal or vertical manner. The types of uses envisioned for the Village Center would include local-serving retail and office establishments such as a grocer, restaurants, food services, general merchandise stores, small office operations, or possibly a police substation.

In the Rocklin Downtown Plan, the intensities range from .6 to 1.6 FAR (See attached diagram which includes densities, intensities and numbers of floors. The suggested revision would only be for commercial intensities within the subject area. Please note, the 1.0 FAR requirement would not necessitate three stories, particularly if parking is handled within a joint lot.

Residential densities of at least 15 units/acre

LGC staff is suggesting this so that the town received additional points in the process. However, the current application housing acreage averages out to 13 units per acre. Staff has spoken with LGC staff and they indicate we could be put 13 units- or other number- and also- that these are goals and objectives rather than absolutes. As Molly's email states "The project objectives would include the following measures that can reduce VMT and improve air quality:" could replace the current phrase in the CMTA that states " The project includes the following measures that can reduce VMT and improve air quality: "

Multiple, direct street routing, with block sizes of 1-2 acres or commensurate pedestrian connectivity

This is a standard for good pedestrian oriented area that LGC recommends- and, given this, staff would thus recommend that place it be included in the goals and objectives for the grant.

Attachments:

Attachment A- Project Scope of Work submitted to LGC staff

Attachment B - Email from LGC staff with proposed revisions to Project Scope

Attachment C Rocklin Downtown Building Intensities

The Sacramento Region Air Quality and Infill Streamlining Program

Project Scope of Work for Application for Technical Assistance – Attachment C

Project Title	Form-Based Code for the Loomis Northern Town Center area
Applicant Agency	Town of Loomis
Expanded Project Description	
<p>Consultant, with Town staff assistance, to create a form-based code for 9 underdeveloped and undeveloped infill parcels, on approximately 70 acres, near I-80 and Horseshoe Bar Road at the end of Library Drive and behind the Raley's shopping center.</p> <p>This area is designated as the Loomis Northern Town Center area of Loomis (see GIS Map attached). Most of the site is part of an application for development by Todd Lowell as The Villages at Loomis (proposed re-zoning and project map attached). Most of the site is vacant, with a creek running through the middle of the site, several rock outcroppings and significant oaks. This project proposes 204 attached single family/live work units; 7 acres of commercial and office, 77 units of multi-family residential and 148 units of single family homes. It is on hold by the developer awaiting better economic conditions with 2/3 of the administrative draft EIR completed. Much of the area, to be zoned for higher density, is within 1/4 mile of the Loomis Train Depot, multi-purpose park and ride, and the Taylor Road bus route.</p> <p>The Town Center area has been designated for higher density development since the Town's first General Plan. The current General Plan calls for focusing "more intensive land uses near the downtown and freeway interchange, while maintaining ... the rural character of Loomis outside the core area." The concept that the Town Center area be developed to be very walkable, bikable and a traditional downtown space permeates people's thoughts for this area. The Loomis Town Center Master Plan by Peter Calthorpe, approved in 1992 was the earliest written document. In the 2001 General Plan, it states that The Villages at Loomis site, is to be developed as "a gradual transition of intensity between development adjacent to I-80 and existing commercial, and the neighboring residential areas... The west General Commercial site should be developed with a mixture of land uses consisting of three tiers; general commercial and/or office uses...; low profile office structures after the commercial uses; and medium-to medium-high density residential should be located adjacent to the exiting residential areas to the north.... The project area is to be an extension of the downtown area of Loomis with the density and height to be close to the existing downtown and Horseshoe Bar Road and away from the existing residential areas."</p> <p>In addition to the properties proposed for development as The Villages at Loomis, the Town has requested that three additional parcels be included in the environmental review. These parcels are considered intrinsic to the development of the site, as they are adjacent and are part of the proposed street connection between Horseshoe Bar and King Roads that will take traffic off of Taylor Road, thereby improving the intersection at Taylor and King and Horseshoe Bar Roads.</p> <p>Paul Crawford was the consultant for the Town on it's current 2001 General Plan and 2003 Zoning Ordinance. At that time, the concept of form-based codes was in its beginning stages, and the town chose the traditional route. Since then, the Council and Planning Commission have become more interested in form-based codes and have indicated a willingness to accept the newly required and proposed densities. After adoption of this General Plan, the Town Center site was zoned General Commercial (GC), Single Family Residential - RS-5 (one unit per 5,000 square feet), Central Commercial (CC) and Office Commercial (CO). (see map_). In 2004, this site was one of the areas that was reviewed during the Loomis SACOG Blueprint community meeting at which time, the concept of a higher density extension of downtown Loomis was part of each tables scenarios. The Village at Loomis project application requires General Plan changes and zoning changes for the densities proposed (20 and 25 units per acre) but follows the concepts proposed in the General Plan. At the time of Village at Loomis application, the Town Council formally stated that they were willing to consider the General Plan changes and have staff work on the project review. In 2010, the Town Council also conceptually approved that a portion of the Town Center area in the Housing Element be designated for the Town's "fair share" housing units at the HCD default requirement of 20 units per acre for 165 units.</p> <p>The major issues for the public, other than traffic, will be the design of the project (craftsman and other similar architectural styles allowing for some variety continuing the design elements found in the existing downtown) and insuring windows do not view over existing homes' yards. Staff believes that creation, by the Town, of its own form-based code for the area, through a well-done focused public process, would add certainty for both the Townspeople and assist the Town officials to permit the HCD-required and requested higher densities (since they will then be compatible from the public viewing frame) and thus reduce significant air quality impacts within the area. However, like other jurisdictions, the Town does not have the monies to do the necessary public outreach for the creation of a form-based code with standards and uses that would best fit Loomis.</p> <p>Acknowledging and support for the existing downtown merchants and temporary provision for cars (until the increased densities allow for an increase in the 2 hour transit headways along Taylor Road) will need to be taken into consideration.</p>	

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Scope of Work for Application for Technical Assistance
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Scope of Work

Approach and Work Program

Task 1: Kickoff and PDT formation, role and function – Form Project Development Team (PDT) to oversee project, including Town of Loomis staff (planning, public works, and manager), a Chamber representative, three property owners (including one downtown property owner and one nearby homeowner), major developer, Council member, Planning Commission and PROSC member. Consultant help facilitate up to 6 PDT meetings in Loomis.

These meetings will include: (1) an initial meeting to refine and fine tune the public process, establish ideas for marketing workshop events and public engagement, and further define work products, (2-4) several progress meetings as data is gathered and analyzed and as charrette activities are planned and coordinated, and (5-6) draft and final review meetings as work products are further refined and completed.

We further recommend that an advisory team be created that involves other stakeholders, who will help us with marketing charrette events. These participants may include local retailers, major property owners and business leaders, student leaders, and neighborhood leaders.

We also recommend and encourage that this team remain assembled followed the completion of this contract to oversee implementation, funding and other steps needed to bring the achieved vision to fruition. The consultant will remain accessible to the team, post contract, on an advisory basis.

Task 2: Public Participation – Up to eight workshops, walking audit and training events will be combined into one week-long charrette. As detailed in Task 1 (above) the PDT will help decide which participation and marketing methods are most effective. Further detail on our proposed process appears as follows:

Day One

Advance team and key team members arrive, walk through, drive and otherwise become oriented to the study area and Town, PDT, advisory team and other key players. Initial photography and mapping begin. Final materials, plan reviews and preparations are completed. Key Team preparation staff and PDT and advisory team committee members have already gathered together, working base maps, raw data on many topics, historic photos, regional trends, policies and issues, and other aids. Project documents are presented to the charrette team.

Day Two

Event One. Focus Group Sessions. Team facilitators conduct five, hour-long focus group sessions, starting at 9:00 am and ending at 4:00 pm. Topics are kept general, helping team members hear key issues and needs in the study area.

Event Two. Community Consensus Session (Visual Images Survey). Informal groups of 4-6 people will congregate in a meeting hall, church annex or other public place to allow citizens to give their input on favorite images of key development building blocks. Citizens will walk around tables and score their top priorities for up to 60 street, plaza, building, streetscape, sidewalk, bike facility, connectors/links and other design elements. Citizens are asked to discuss and achieve consensus in their groups on why one image is better than another. Examples of topics include, land use, building types, housing types, park places, intersections, street widths, sidewalk widths, tree canopy, etc. This event helps build excitement and engagement, and it helps promote subsequent events and activities. It allows the public easy investment in the project.

Event Three. Lunch. (optional) If the PDT chooses, the Team will oversee a lunch where special guests of the community, including top political leadership - key county and town leaders, and project property owners are invited for a special briefing and chance to express their interest and commitment to implementing change. It is recommended that a local sponsor be found for funding this lunch.

Event Four. Evening Workshop. The public at large is invited to take part in a one- to two-hour evening session that includes Town introduction, brainstorming and priority setting. Participants leave knowing that they have contributed greatly. They have a sense of being part of a great happening, and they know they achieved community consensus in expressing their dreams, values, issues and preferred design elements.

Day Three

Event Five. 10:00 am. Design Training. People will be trained in solutions to key issues raised in the evening brainstorming and priority setting session. Stakeholders and other players are trained in the design of space, street-making principles, etc. This highly interactive training session finds local people contributing and reacting to many visual examples of building design, street making, etc.

Event Six. 1:15 pm. Design Tables. Stakeholders are assembled around design worktables. These groups have an even distribution of talent. Given simple instructions to work on large maps and tracing paper, folks pull together designs for each significant area. Designs are based on accommodating the ten top-priority issues of the community, identified in the evening

(see attached page 2a for continuation)

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Community Support

SUPPORT

Todd Lowell, Project Proponent for The Villages at Loomis (53 acres of project area) - Letter of support attached

Planning Commission - 5-0 indication of support at January 18, 2011 meeting

Randy Elder, Heritage Foundation - Letter of support attached

Chamber of Commerce (18 Board members)- Letter of support attached

Council - 5-0 indication of support and direction to submit application at February 8, 2011 meeting

PREVIOUS COMMUNITY PARTICIPATION ON SITE

Loomis Town Center Master Plan - adopted December 5, 1992 - over 2 years of meetings and multiple mailings to all property owners - Consultant on project was Peter Calthorpe; document created a vision for a denser, walking traditional downtown; set up initial standard zoning with some form-based standards

Town of Loomis General Plan - adopted July 31, 2001 - over 3 years of meetings, a survey and multiple mailings to all property owners - continued the concepts and vision of the walkable, traditional downtown

Walking Tour with Dan Burton- October 9, 2003 - public learned about roundabouts and how shopping center and other areas could be better designed to be more friendly to pedestrians

SACOG Blueprint Workshop - May 27, 2003 - tables generally favored greater densities in downtown

Town of Loomis Workshop with AIA on future of lands behind Raley's - April 17, 2004 - two overall site plans evolved for area

Workshop of Town Council in August 2007 on The Village at Loomis - Council agreed to have staff work on project proposing high densities in downtown area

Notice of Preparation of EIR on Village at Loomis - November, 2007

Village at Loomis Scoping Meeting - March 16, 2009

Planning Commission meeting - Business Item on agenda- January 18, 2011

Town Council meeting - Business Item on agenda - February 8, 2011 (staff spoke separately with several interested neighbors regarding this item)

Chamber of Commerce Board Agenda - February 10, 2011

POWERPOINT BY THE VILLAGES AT LOOMIS APPLICANT ATTACHED SHOWS COMMUNITY PARTICIPATION, PROJECT PROPOSAL FOR TRADITIONAL DESIGN WITHIN PROJECT

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Resources Required for Project Implementation

Staff time to assist with this project will be provided by the town within its currently budgeted staff. Printing costs, and noticing, outreach costs will also be assumed by the Town.

The project, as a zoning code amendment, will need to be recommended by the Planning Commission to the Town Council at a public hearing- and adopted at one regular public hearing by the Town Council, with second reading at the continued public hearing. An environmental review of the code will be required prior to its adoption. Staff believes that this can be included in the EIR being done by the developer for the development project without increased additional costs since the project included the form-based code concept in the original proposal (currently one of the incomplete items on the application and why the environmental work is not complete).

Consultant team will need design professional (at least one who can do concept drawings at public meetings, perhaps a landscape architect); and a planning professional intimately familiar with the pros and cons of form-based codes and the various design options (for air quality as well as aesthetics and function).

The densities, the Housing Element density component and the specific development project proposal will require review at the Parks, Recreation, and Open Space Committee; and public hearing recommendation at the Planning Commission and approval at the Town Council on the General Plan changes and their environmental review (density change, zoning changes) and approval of the project at Planning Commission public hearings.

Town Engineer at meetings as needed.

Water and sewer are reasonably available to the site(s). The through road (between Horseshoe Bar and King Roads) will require some negotiation of monies between the Town and adjacent property owners.

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Resources Available for Project Implementation

Town is prepared to include up to 1/2 of a planner's time to assist with managing project, working on outreach and noticing, copying and writing reports as necessary. Manager and Engineer will be involved as needed.

Town will provide notice and outreach, meeting places and any food or coffee, etc. needed for the meetings.

Proposed Taylor Road and Horseshoe Bar Road Concept Plan (by MIG) to provide guidance on edge of project - roadways and landscaping.

Previous public plans for site. (Calthorpe Town Center Master Plan, Economic Development Study with some design guidelines for existing 2-4 blocks in existing downtown, Project Application and Blue Print Development Concept design options).

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Direct Funding Request

Financial resources required: the project scope listed above has been set at \$75,000.

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Instructions for Scope of Work Submission:

Submit a PDF copy of the Scope of Work form and all attachments by 4 p.m. Friday, February 11, 2011 to

Molly Wright, Planning Specialist
Local Government Commission
mwright@lgc.org

Submissions must be provided attached to e-mail from the jurisdiction's authorized signatory, with a signature block including the signatory's name, title, agency and contact information. Please limit responses for each field (i.e., "Expanded Project Description," "Scope of Work," etc.) to 500 words each. Responses may be provided as an attachment to the form, if necessary.

There is text in parentheses within each field of this Adobe Acrobat form. This text is only for the purpose of providing further explanation on the type of information requested for the field. This text may be deleted when completing the form.

Attachments should be provided with document sizes of no more than 11 x 17 inches. If multiple attachments are included, provide a list of all attachments, and label attachments corresponding to the list. Attachments may include letters of support and graphic materials such as maps, photos or visual data representations such as tables, charts and graphs. Please do not provide hard copy submissions.

The Sacramento Region Air Quality and Infill Streamlining Program

Air Quality Benefits Determination – Attachment D

Project Title	Loomis Northern Town Center Area Form Based Code Request			
Applicant Agency	Town of Loomis			
Project Location	End of Library Drive, Northerly Quadrant of Horseshoe Bar and I 80 intersection			
Project Site Acreage	70 Acres	Project Site Zip Code	95650	
Project Site Data: Existing Conditions				
% Households within ¼ mile of a transit stop with headways of 15 minutes or less:	<input type="radio"/> 100-90%	<input type="radio"/> 90-75%	<input type="radio"/> <75%	<input checked="" type="radio"/> N/A
Sidewalk Completion:	<input type="radio"/> 100-95%	<input type="radio"/> 80-60%	<input type="radio"/> 40-20%	<input checked="" type="radio"/> N/A
	<input type="radio"/> 95-80%	<input type="radio"/> 60-40%	<input type="radio"/> <20%	
Avg. Block Size:	<input type="radio"/> <2 acres	<input type="radio"/> 2-4 acres	<input type="radio"/> >4 acres	<input checked="" type="radio"/> N/A
Commercial and Office Floor Area Ratio:	<input type="radio"/> >1.0	<input checked="" type="radio"/> 1.0-0.5	<input type="radio"/> <0.5	<input type="radio"/> N/A
Residential Density (Dwelling Units / Acre):	<input type="radio"/> >15	<input type="radio"/> 15-10	<input checked="" type="radio"/> <10	<input type="radio"/> N/A
Parking Ratios per 1000 Square Feet of Commercial Space:	<input type="radio"/> <3	<input type="radio"/> 3-4	<input checked="" type="radio"/> ≥4	<input type="radio"/> N/A
Parking Ratio per Dwelling Unit:	<input type="radio"/> ≤1	<input type="radio"/> 1-2	<input checked="" type="radio"/> ≥2	<input type="radio"/> N/A
Maximum Building Height:	<input type="radio"/> ≥4	<input type="radio"/> 4-2	<input type="radio"/> <2	<input type="radio"/> N/A
% Zoning Designation Categories in Project Site:	Residential <u>36</u> % Office <u>11</u> % Industrial <u> </u> % Mixed Use <u>44</u> % Retail <u>9</u> % Public <u> </u> % Other <u> </u> % Specify Other <u> </u>			
Project Site Data: Proposed Conditions				
% Households within ¼ mile of a transit stop with headways of 15 minutes or less:	<input type="radio"/> 100-90%	<input type="radio"/> 90-75%	<input checked="" type="radio"/> <75%	<input type="radio"/> N/A
Sidewalk Completion:	<input checked="" type="radio"/> 100-95%	<input type="radio"/> 95-80%	<input type="radio"/> <80%	
Avg. Block Size:	<input type="radio"/> <2 acres	<input checked="" type="radio"/> 2-4 acres	<input type="radio"/> >4 acres	
Commercial and Office Floor Area Ratio:	<input type="radio"/> >1.0	<input checked="" type="radio"/> 1.0-0.5	<input type="radio"/> <0.5	<input type="radio"/> N/A
Residential Density (Dwelling Units / Acre):	<input checked="" type="radio"/> >15	<input type="radio"/> 15-10	<input type="radio"/> <10	<input type="radio"/> N/A
Parking Ratios per 1000 Square Feet of Commercial Space:	<input type="radio"/> <3 max	<input checked="" type="radio"/> 3-4 max	<input type="radio"/> ≥4	<input type="radio"/> N/A
Parking Ratio per Dwelling Unit:	<input type="radio"/> <1	<input checked="" type="radio"/> 1-2	<input type="radio"/> ≥2	<input type="radio"/> N/A
Maximum Building Height:	<input type="radio"/> ≥4	<input checked="" type="radio"/> 4-2	<input type="radio"/> <2	
% Zoning Designation Categories in Project Site:	Residential <u>31</u> % Office <u>15</u> % Industrial <u>14</u> % Mixed Use <u> </u> % Retail <u>13</u> % Public <u>13</u> % Other <u>15</u> % Specify Other <u>Roads</u>			
% Proposed Uses w/in Mixed Use Designation (if applicable):	Residential <u> </u> % Office <u> </u> % Industrial <u> </u> % Other <u> </u> % Retail <u> </u> % Public <u> </u> % Specify Other <u> </u>			

Sacramento Region Air Quality and Infill Streamlining Program
Air Quality Benefits Determination
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Instructions for Air Quality Benefits Determination Submission

Submit a PDF copy of the Air Quality Benefits Determination form and a PDF copy of a map showing the project site with parcel-based boundaries * by 4 p.m. Friday, February 11, 2011 to:

Molly Wright, Planning Specialist
Local Government Commission
mwright@lgc.org

Submissions must be provided attached to e-mail from the jurisdiction's authorized signatory, with a signature block including the signatory's name, title, agency and contact information. Please do not provide hard copy submissions. Attachments should be provided with document sizes of no more than 11 x 17 inches. If multiple attachments are included, provide a list of all attachments, and label attachments corresponding to the list.

* Preferably submit a digital Geographic Information Systems shapefile showing the project site boundary, meeting the following specifications:

- The shapefile must be in the Geographic NAD83 coordinate system.
- The shapefile must be zipped with a program such as WinZip.
- The zip file should include the .shp, .shx and .dbf for the shapefile.

Submission of a shapefile, or lack of submission, will not affect the final ranking and selection process.

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Explanation of Requested Data

Data requests for proposed conditions are for conditions that the applicant may be willing to commit to as part of the proposed planning project. Following are explanations for each data request.

Project Site Data: Existing Conditions

Provide data for the geographic area where the project is located, as it currently exists, as follows:

% Households within ¼ mile of a transit stop with headways of 15 minutes or less: Estimate the number of housing units in the project planning area that are within ¼ mile of a transit stop with regular service of at least one stop per fifteen minutes from 6 a.m. to 9 p.m. Compare this number to the estimated total for housing units in the project site. Check the corresponding box for the percentage of housing units in the project site that are within ¼ mile of a transit stop that meets the criteria. If no housing currently exists onsite, check "N/A" for not applicable.

Sidewalk Completion: Sidewalk completion is when all roadways, including thoroughfares, arterials, collectors and local streets, have sidewalks of at least 5 feet in width on both sides. A roadway with a sidewalk on one side could be considered to have partial sidewalk completion. Estimate the portion of roadways in the project site that have sidewalk completion and check the corresponding box. Check "N/A" for not applicable if no development currently exists onsite.

Average Block Size: Estimate the average block size for the project site and check the corresponding box. Average block size might be determined by dividing the project site acreage by the number of blocks in the project site, or by some other means. Check "N/A" for not applicable if no development currently exists onsite.

Commercial and Office Floor Area Ratio (FAR): Check the box that corresponds to the FAR as designated by existing zoning for the project site. If existing zoning does not designate commercial uses, check "N/A."

Residential Density: Check the box that corresponds to the average net residential density as designated by existing zoning for the project site. If existing zoning does not designate residential uses, check "N/A."

Parking Ratios per 1000 Square Feet of Commercial Space: Check the box that corresponds to the average required parking ratios as designated by existing zoning for the project site. If existing zoning does not designate this, check "N/A."

Parking Ratio per Dwelling Unit: Check the box that corresponds to the average required parking ratios as designated by existing zoning for the project site. If existing zoning does not designate this, check "N/A."

Maximum Building Height: Check the box corresponding to the maximum building height for any use as designated by existing zoning for the project site. Check "N/A" for not applicable if no development currently exists onsite.

% Zoning Designation Categories in Project Site: For each land use field provided, indicate the percentage of land in the project site that is designated for that use, according to existing zoning. For example, if 20% of the land in the project site is designated residential of any density in the jurisdiction's general or other plan, mark "20" in the corresponding "Residential _____%" field. Park space is categorized as "Other." If "Mixed Use" is checked, please be prepared to answer follow-up questions via telephone on the estimated or designated proportions of land uses such as residential, retail or office, within that designation.

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Project Site Data: Proposed Conditions

Proposed conditions are conditions that the applicant may be willing to commit to as part of the proposed planning project. Provide proposed data for the geographic area where the project is located, as follows:

% Households within ¼ mile of a transit stop with headways of fifteen minutes or less: Determine the number of housing units in the project planning area that are proposed to locate within ¼ mile of a major transit route with potential for regular service of at least one stop per fifteen minutes from 6 a.m. to 9 p.m. Compare this number to the total number of housing units targeted for project site. Check the corresponding box for the percentage of housing units in the project site that are proposed to locate within ¼ mile of a transit route that meets the criteria. If housing is not proposed, check "N/A."

Sidewalk Completion: Check the box corresponding to the portion of roadways in the project site that are proposed for sidewalk completion (using previously provided definition).

Average Block Size: Check the box corresponding to the average block size proposed for the project site.

Commercial and Office Floor Area Ratio (FAR): Check the box that corresponds to the proposed FAR. If commercial space is not proposed, check "N/A."

Residential Density: Check the box that corresponds to the proposed average net residential density. If housing is not proposed, check "N/A."

Parking Ratios per 1000 Square Feet of Commercial Space: Check the box that corresponds to the average required parking ratios. If this parking is not proposed, check "N/A."

Parking Ratio per Dwelling Unit: Check the box that corresponds to the average required parking ratios. If this parking is not proposed, check "N/A."

Maximum Building Height: Check the box corresponding to the maximum building height for any use proposed for the project site.

% Zoning Designation Categories in Project Site: For each land use field provided, indicate the percentage of land in the project site that would be designated for that use under the proposed project.

% Proposed Uses w/in Mixed Use Designation (if applicable): If "Mixed Use" is checked above, indicate the proposed proportions of land uses such as residential, retail or office, targeted for that designation.

PROPOSED REVISIONS

The Sacramento Region Air Quality and Infill Streamlining Program

Customized Menu of Technical Assistance

Project Title	Form-Based Code for the Loomis Northern Town Center Area		
Applicant Agency	Town of Loomis		
Project Description & Purpose			
<p>The project is a form-based code for a 70-acre area adjacent to downtown Loomis to the northeast, which is bounded by existing Town of Loomis development to the west and Interstate 80 to the east. Most of the project site is part of a development application called the “Villages at Loomis.” This development application would be subject to the specifications of the form-based code, once approved. A Project Development Team (PDT) will be responsible for code development. PDT will consist of Loomis staff and consultant to provide professional expertise and technical facilitation, and community stakeholders (as identified in the ISP second-step application for the project) acting in an advisory capacity. PDT will also include ISP staff representation.</p> <p>The project’s purpose is to provide for land use measures that can help reduce vehicle miles traveled (VMT) and improve air quality. The project includes the following measures that can reduce VMT and improve air quality:</p> <ul style="list-style-type: none">• A mix of complementary land uses in proximity, so that residential uses are balanced with employment uses and have sufficient retail services;• Site design that provides for building orientation towards pedestrian and multi-modal corridors;• Commercial intensities of at least 1.0 floor area ratio (FAR);• Residential densities of at least 15 units / acre;• Multiple, direct street routing, with block sizes of 1-2 acres or commensurate pedestrian connectivity;• A pedestrian access network that internally links all uses and connects to all nearby existing or planned external streets and pedestrian facilities;• At least 95% sidewalk completion;• Transit access including most uses within ¼ mile of available transit, and transit stops with safe and convenient bicycle / pedestrian access and all essential amenities;• Site design and building placement measures that minimize barriers to pedestrian access and connectivity;• Class I or II bicycle lanes provided for within ½ mile of entire plan area;• Bicycle parking at ground level for residential and commercial uses, to meet peak season demand;• Traffic calming measures designed to reduce motor vehicle speeds to no more than 35 miles per hour for roadways serving local destinations;• Commercial parking maximums of less than 4 spaces per 1000 square feet of commercial space• Parking ratios of less than 2 spaces per dwelling unit• Building heights of up to four stories			
Scope of Work			
Deliverable	Consultant / Staff	Direct Funding?	Due Date
Project Development Team (PDT): Establish, define role and function, conduct first meeting.	Consultant, Loomis staff	No	10/1/11
PDT Meetings (6)	Consultant, Loomis Staff	No	4/1/12
Public Participation: Up to eight workshops including walking audits; training events for project stakeholders in land use and statutory issues relevant to the project; and a week-long design charrette	Consultant, Loomis staff	No	4/1/12
Assimilate public participation results into concept plan	Consultant	No	6/1/12
Present concept plan at public hearing	Consultant, Loomis staff	No	8/1/12

Sacramento Region Air Quality and Infill Streamlining Program
Customized Menu of Technical Assistance
Page 2 of 2

The Sacramento Region Air Quality and Infill Streamlining Program

Understanding of Terms of Assistance Statement

The following is a summary of the terms that all recipients must acknowledge as applicable prior to project approval. The Sacramento Region Air Quality and Infill Streamlining Program (ISP) staff will work with the applicant to complete this form during the second step of the application process, as part of the process of developing a customized menu of technical assistance services. The completed form is part of the complete package of project information that is submitted to advisory bodies of regional air district representatives, for the purpose of ranking the projects for final selection. *Any ISP direct funding assistance to a jurisdiction will require that the jurisdiction sign a Memorandum of Understanding on the terms of the assistance with the Local Government Commission.*

Upon receiving assistance through the Sacramento Region Air Quality and Infill Streamlining Program (ISP) for the application in this packet, I, as the authorized signatory for _____¹ understand the following:

(1) Program Description: The Sacramento Region Air Quality and Infill Streamlining Program ("ISP") is intended to provide technical assistance, and some collateral direct funding for services directly associated with _____² ("Project") for community planning projects or infill process streamlining to improve air quality through land use measures that help reduce vehicle miles traveled ("VMT"). Local agencies submit project applications to Local Government Commission (LGC) staff and Sacramento region air districts award assistance by a regional competitive process. The ISP may award less or more than the full amount requested in the application, as appropriate. If Recipient incurs costs and expenses for the project – financial or otherwise – beyond the awarded technical assistance, Recipient is responsible to cover those costs and expenses. This document serves as an understanding of the terms of assistance between LGC and _____³ ("Recipient").

(2) Project Application: Recipient submitted an application to the ISP for technical assistance under the ISP ("Application") and a copy of the Application is attached and incorporated herein as Exhibit "A."

¹ Name of sponsoring jurisdiction

² Project name

³ Name of sponsoring jurisdiction

(3) Project Description: Based on the submitted Project application, the Project's purpose and scope is: ⁴

(4) Recipient Project Manager: The following persons shall serve as the point of contact for all communications unless mutually agreed in writing that another individual may represent either the Recipient or LGC. The ISP Coordinator and the Recipient Project Manager will notify the other in writing if the contact person and information changes.

The Recipient's officially designated Project Manager is:

Name:	Title:
E-mail:	Telephone:

The ISP Coordinator is:

Name:	Title:
E-mail:	Telephone:

(5) If obstacles – such as lack of anticipated financing, political support or other unanticipated situations – prevent completion of the project consistent with the purpose and scope described above, LGC or the Recipient reserve the right to cease project implementation without delay and without further liability.

(6) All modifications to this statement shall be mutually agreed-to in writing.

(7) It is agreed that e-mails shall serve as the primary means of communication in this matter.

(8) All signatories have read and are fully familiar with the entirety of this document.

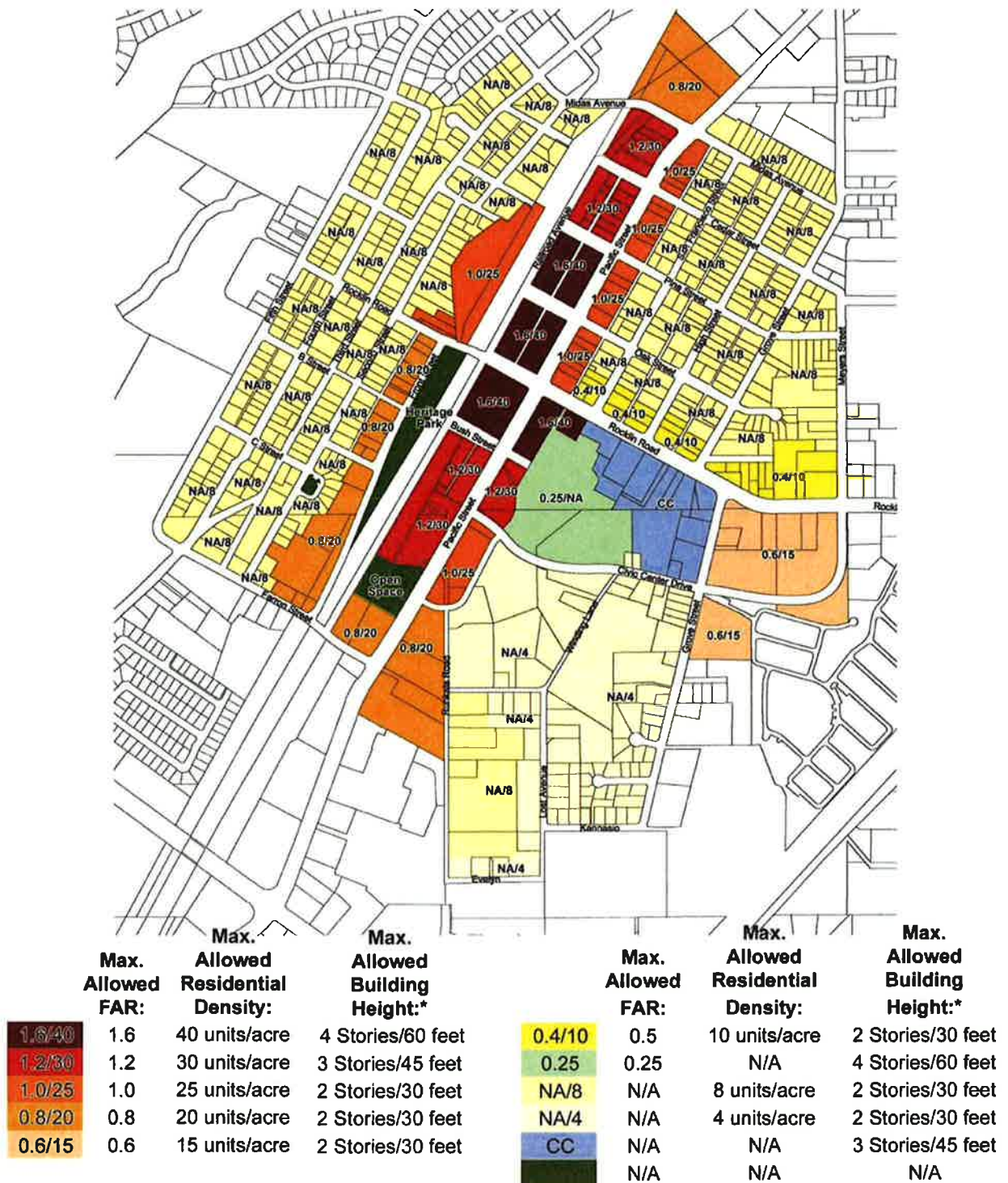
Signature	/Date
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Print Name	Title, Jurisdiction
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Paul Zykofsky, Associate Director, Local Government Commission	/Date
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⁴ Project description, purpose, scope of work and menu of ISP technical assistance services, as developed by the applicant and ISP staff during the second step of the application process described in the ISP Guidelines and Request for Project Proposals. This information may be provided as an attachment.

Figure 3
Allowed Building Intensities, Densities, and Heights:



*The Planning Commission may approve an Exception to the maximum allowed building height standard to allow the height to increase by one story and 15 feet. All buildings over four stories and/or 60 feet in height require approval by the City Council.